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THE HONGKONG DISPENSARY.

Hongkong, 5th January, 1897.

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should be addressed to THE EDITOR.
Correspondents should forward their communications
with communications addressed to the Editor, not
for publication, but as evidence of good faith.
All letters for publication should be written on our
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No anonymous signed communications that have
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The Daily Press.
HONGKONG, APRIL 24, 1897.

ALTHOUGH it is improbable that the proposed road round the island will be selected as the scheme to which the public subscription for a memorial of the Queen's Diamond Jubilee should be devoted it is to be hoped the project will be taken up by the Government and carried into effect with as little delay as possible. The present agitation in its favour has shown how strong is the feeling in favour of the execution of the work, and very little consideration is necessary to satisfy any one of its utility and, in fact, necessity. The road proposed by General BLACK to connect Wanchai Gap with Woonchee Gap should also be carried out, and in this connection we would once more urge the construction of the much needed road from Plantation Road to Magazine Gap. For the last ten years roadmaking has been practically at a standstill in the colony, and during that time the population both on the lower and the upper levels has been steadily increasing, and the need for further outlets has been growing in the same proportion. When Mr. PRIOR was in charge of the Public Works Department a very healthy activity was displayed in this direction and road after road was made without any fuss and apparently at little expense, the public hardly realizing that the work was in progress until they found the new roads available for traffic. We may mention in particular Kennedy Road, the road from Wanchai to Aberdeen, the road from Mount Gough to Aberdeen, the various roads at the Peak, Magazine Gap Road, and the splendid Bowen Road. It is unnecessary to decant upon the advantages of each and all of these roads, as they are fully appreciated and made use of by the public. Under the administration of the late Mr. BROWN and that of Mr. COOPER the activities of the department have been mainly confined to carrying out the Pava Reclamation (which was designed before Mr. PRIOR left), water and drainage works, and other statutory improvements. We have no desire to underrate the importance of these works, and as everything cannot be done at once with the means at the department's disposal, there may be something to be said in extenuation of the inaction that has prevailed in the opening up of the island by the construction of roads. We believe, however, we are correct in saying that even if there had not been pressure of work in other directions Mr. COOPER would probably have displayed no great enthusiasm in extending the roads of the colony, that being a class of work which, if we may be excused the colloquialism, seems to be rather out of his line of country. There has been more talk about the making of the few hundred yards of roadway required to give a more direct connection between Victoria Gap and Mount Kolkett than there has about all the many miles of roads made by Mr. PRIOR, always excepting the discussion caused by the obstruction offered by the military authorities to the making of Kennedy Road. We are now about to have a change in the office of Director of Public Works, and we hope that under the new regime we may see a renewal of activity in the making of new roads and the extension and improvement of old ones, that being now the most urgent requirement of the colony in the matter of public works. From General BLACK and the two unofficial members of the Executive Council the public will expect all the assistance these gentlemen can render in support of this policy. As General BLACK says in his letter to the Jubilee Committee, "Roads are the precursors of progress and civilization; they distinguish a rising from a barbarous state. Roads for recreation and health are one of the great wants of this island."

The delivery of the English mail was begun at 5.05 p.m. on Saturday.
The new regulations for preventing collisions at sea are published in Saturday's Gazette.
The following appointments have been made at the Admiralty:—Lieutenant W. Hazell, R.N.R., to the Underships, to date 17th April.
The imports of German sugar into the Japanese Empire in 1906, from Jan. 1 to Dec. 31, amounted to 3,918,227 cwt., against 3,619,888 cwt. in 1895.
The Japanese battleship *Fuji* arrived at the Nore on the 24th March and was to go from Victoria Dock to Chatham Dockyard on the 25th to be docked.
Kaiser Wilhelm, addressing the naval recruits at Wilhelmshaven, spoke in terms of warm appreciation of the conduct of the crew of the warship *Albatros*, which was lost at sea.
The appointment of the Hon. F. H. May, C.M.G., Captain, to the post of Police Officer in Charge of the Victoria Police, during the absence of Mr. H. B. H. Lethbridge is notified in the Gazette.

A large rice-cleaning mill is soon to be built outside the East Gate of the city of Wuhu, the machinery, etc., to be entirely of foreign make. It is reported that members of H.E. Li Hing-chang's family are largely interested in the new venture.—N. C. Daily News.

It is reported, according to the Tientsin correspondent of the Mercury, that Imperial sanction has been granted to a company intending to run small steamers on the Grand Canal to Peking and to Tientsin by the Peking and Tientsin Railway Company.

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The honorary degree of LL.D. has been conferred by Aberdeen University on Mr. Robert A. Gilchrist.

Mr. Elauy, Manager of the Peking Co. mines, arrived at Hongkong by the steamer *Albatros*, which left London on the 1st of December, and has been appointed to the position of manager of the mines in the Peking Co. mines.

Mr. T. Jackson, having resigned the chairmanship of the Hongkong Branch of the Chinese Association, Mr. J. T. Francis, Q.C., has been elected by the Committee to that office.

The Austrian cruiser *Prinz Franz Josef*, with Baron Cichan, the Austrian Ambassador to China, on board, arrived on Saturday from Europe. The usual salute was exchanged.

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., which left Hongkong on the 1st of March, arrived at San Francisco via Shanghai, Yokohama, and Honolulu, on the 20th inst.

Mr. E. George, in his weekly share list dated April 24, says:—Business during the week ended April 24, 1897, was a very uncertain one. The only part was almost entirely devoted to transactions on account of the March settlement, which, although of a very difficult and extensive nature, only a few large houses having to do with it. During the last few days business has been small, but a steady feeling seems to be apparent for several weeks.

The board of directors of the Deutsche Dampfschiff-Rhederei (Kings Line) on 27th February held a sitting in which the report for 1896 was presented by the managing director. That report recommended the distribution of a dividend of 5 per cent. against the year 1895, and as none of the members of the board considered 5 per cent. too low a rate with respect to the good business of the company, two members of the board were appointed to investigate all matters concerning the year 1896, and afterwards to report about the situation.

There are rumours about, says the London and China Express, that the *Powerful* is to be sent to the China coast, and that the only foundation for this appears to be that she has been ordered to be painted black instead of the light colour adopted for the China station. It is also reported that the *Powerful* is to be sent to the China coast, and that the only foundation for this appears to be that she has been ordered to be painted black instead of the light colour adopted for the China station.

It has already been reported, says the Hongkong correspondent of the London and China Express, that the prospect of an enhancement of the Imperial subsidy, received by the North China Navigation Company, has been the subject of much discussion. It is now reported that the Government of Great Britain and France are paying not only the subsidy, but also the running expenses of the company.

A Scotch telegram received at Shanghai on the 23rd inst. says that the *Powerful* is to be sent to the China coast, and that the only foundation for this appears to be that she has been ordered to be painted black instead of the light colour adopted for the China station.

Several Italian firms recently issued a circular, stating that they were prepared to supply the Chinese Government with a large number of rifles, and that they were prepared to supply the Chinese Government with a large number of rifles, and that they were prepared to supply the Chinese Government with a large number of rifles.

In the House of Commons on the 2nd March, Mr. H. B. H. Lethbridge, in a speech, stated that the Chinese Government had ordered the building of a railway between Peking and Hankow, and that the Chinese Government had ordered the building of a railway between Peking and Hankow.

It is reported in native circles that in addition to the negotiations now being conducted in Seoul between Mr. Tang, Chinese Consul-General, and the Korean Foreign Office, Mr. Tang is negotiating the claims of the Chinese Merchants' S. N. Co. for the return of the 200,000 lost some years ago by that company to the Korean Government.

At a meeting of the Committee of the Shanghai General Chamber of Commerce held on the 20th March, a letter from Mr. J. R. Rijke, offering on more acceptable terms to survey and report on the Bara and the Whangpoo River, was read, and after some discussion on the subject, it was decided to accept the offer. Mr. Rijke asks 25,000 U.S. gold for his work.

Another case of dumping rubbish into the harbour came before Commander Hastings on Saturday, when three men were charged with the offence. They made out their defence, and were found guilty. The men were fined 50 dollars each, and were ordered to pay the costs of the prosecution.

The Band of the West Yorkshire Regiment will not perform on Sunday in future, owing to a protest having been received from St. John's Cathedral. The Band performances took place at the Cathedral on the 21st inst., and the service at the Cathedral very often was not concluded, and Murray Barracks, which was close to the Cathedral worship was interrupted.

The annual inspection of the Hongkong Volunteer Corps by His Excellency the Governor will take place on Thursday next at 4 p.m. on the Brigade Parade Ground. Every member of the Corps must be present, unless he has been granted leave of absence, and must be in uniform.

It is notified in the Gazette that some men serving in vessels belonging to the C. P. E. R. P. & O. or other subsidised merchant cruisers may join the Naval Reserve on application to the Commandant. The Naval Reserve may be made in Hongkong. This is a wise step on the part of the Admiralty, and ought to lead to the strengthening of the reserve. Hitherto men have only been able to join at sea.

Inspector Mann was complimented by the Magistrate on Saturday for gallant conduct. The Inspector saw a man in the water off No. 2 Police Station, and he jumped in and rescued him. The man was brought to the hospital, and is now recovering.

According to a Tientsin despatch the officer sent by the Viceroy Wang to make a report on the situation at the Tientsin Custom House is intended to be the future great rival of the Chinese, and is intended to be the future great rival of the Chinese.

There was another packed house at the Theatre Royal on Saturday night, and a large number of people had to stand. The performance was very good, and the audience was very large.

The following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st March, as certified by the Managers of the respective Banks are published:—

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The International Cotton Mill at Shanghai was formally opened on the 21st March.

According to the N. Y. Maritime Register of the 24th February the American-masted schooner *Aida*, Capt. Anderson, which left Shanghai on the 1st of December, has not since been heard from.

The Right Hon. Arnold Morley, who was Portenote-General in the two last administrations, arrived by the P. & O. steamer *Albatros* on Saturday. Mr. Morley is on a tour round the world and leaves again by the *Empress of China* on Wednesday.

Sir J. A. H. Mainman, Chief Justice, gave judgment in the Supreme Court at Shanghai on the 21st March in the case of the *Nanchang* and *Guang*. All questions had already been disposed of with the exception of the prayer for a writ of *habeas corpus* for the loss of life should be restrained from bringing their cases in that court. His Lordship's decision was that he would not restrain the actions for loss of life.

A largely attended meeting was held at the Supreme Court at Shanghai on the 21st March. Sir Nicholas Hennen, presiding, the Chinese proposals for the building of a Chinese Church and Institute, proposed by Rev. H. O. Hodges, and the building of a Chinese Church and Institute, proposed by Rev. H. O. Hodges, and the building of a Chinese Church and Institute, proposed by Rev. H. O. Hodges.

The following are the weights for the Sir Furlong Handicap to be run at the first Gynahans, on Saturday next:—

That outside Victoria there is a road on which a vehicle can run.

That among other suggestions it has been proposed to construct a road round the island to be called the Jubilee Road.

That assuming this proposal will not outrange the feelings of the worthy head of the Public Works Department, as the road will be a source of revenue, and will be a source of revenue, and will be a source of revenue.

That such a road would open out more building sites and would be a source of revenue, and will be a source of revenue, and will be a source of revenue.

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THE REBELLION IN THE PHILIPPINES.
FURTHER SPANISH SUCCESS.

We have been favoured by Señor de Navarro, Spanish Consul, with a copy of the following telegram from the Secretary of the Governor General of the Philippines:—

MANILA, 23rd April, 1897, 3:48 p.m.
In successive victories Novelda, Cavite, and Binangay have been captured by our arms. The rebels suffered great loss. It is seen that they are greatly demoralized by the moral effect caused by the extraordinary success of our arms. Presentations for amnesty are considerable. Quiescence is beginning to appear in the capital and everything is usual.

Messrs. Warner, Barnes & Co., in their circular, dated Manila, 23rd April, say that the principal fortification and headquarters of the insurgents was taken on Thursday the 25th, by the Spanish troops after a determined resistance. The capture was made by assault after the rebels had been driven from their positions. The rebels were driven from their positions. The rebels were driven from their positions.

The following telegram from the Captain-General of the Philippines, dated Manila, 23rd April, says that a force of 200 men, all of whom were Spanish, were sent to Binangay, and they were sent to Binangay, and they were sent to Binangay.

THE PROPOSED JUBILEE ROAD.
In 1890 the project of a road round the island was discussed in connection with the celebration of the Colony's Jubilee. It has been suggested that it would be interesting, now that the same scheme is again under consideration, to reproduce some of the press comments and correspondence that took place at that time. The following selections are accordingly made, one or two verbal alterations having been made by one of the correspondents:—

"FRAGMENTS OF THE 'DAILY PRESS.'"
SIR—A doubt has been expressed by some whether it is the 'Jubilee Road' which it would for any considerable time be known as such, or convey any idea of the road which it is intended to be. It is, however, a road which it is intended to be. It is, however, a road which it is intended to be.

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"FRAGMENTS OF THE 'DAILY PRESS.'"
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NOTICE TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, AND SHANGHAI.

THE above Steamship having arrived, Con-

signees of Cargo are hereby requested

to send in their Bills of Lading for counter-

signatures and take immediate delivery of their

Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 31st March, 1897.

NAVIGAZIONE GENERALE

(Fiorio and Rubino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"RISAGNO"

having arrived from the above ports, Consig-

neers of Cargo are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Limited, Wharfed, whence

delivery may be obtained. Particular Goods to

be taken delivery of immediately.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent to the office of the undersigned before

Noon on the 5th April, or they will not be

recognized.

No Fire Insurance has been effected and any

goods remaining in the Godowns after the 5th

April will be subject to rent.

Bills of Lading will be counter-signed by

CARLILL & CO.,

Agents.

Hongkong, 30th March, 1897.

"RICKMERS" REGULAR LINE OF

STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG,

PENANG, AND SINGAPORE.

THE Company's Steamship

"EILEEN RICKMERS"

having arrived from the above ports, Consig-

neers of Cargo are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Limited, Wharfed, whence

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent to the office of the undersigned before

Noon on the 7th April, or they will not be

recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 7th April, and any

Goods remaining in the Godowns after the 8th

April will be subject to rent.

Optional Cargo will be forwarded unless notice

to the contrary be given before 5 P.M. To-

day.

Bills of Lading will be counter-signed by

ARNHOLD, KARBURG & CO.,

Agents.

Hongkong, 31st March, 1897.

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, AND

STRAITS.

THE Steamship

"GLENSHIEL"

having arrived from the above ports, Consig-

neers of Cargo are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Limited, Wharfed, whence

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent to the office of the undersigned before

Noon on the 7th inst. at 4

P.M. will be subject to rent.

No Fire Insurance will be effected by main

any vessel.

All damaged packages must be left in the

Godowns and a certificate of the damage ob-

tained from the Godown Company within ten

days after the vessel arrives here, after which

no claims will be recognized.

H. A. BITCHEL,

Superintendent.

Hongkong, 2nd April, 1897.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON, AND

SINGAPORE.

THE Steamship

"MERIONETHSHIRE"

Captain D. Davies, having arrived from the

above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

counter-signatures by the undersigned and to

take immediate delivery of their goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon

on the 3rd inst.

Any Cargo impeding the discharge will be

landed into the Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Limited, at

Kowloon, and stored at Consignees' risk and

expense.

No Claims will be admitted after the Goods

have left the Godowns and all Goods remaining

undelivered after the 11th inst. will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 10th inst. at 2.30 p.m.

No Fire Insurance has been effected.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 2nd April, 1897.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND

SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above ports, Consig-

neers of Cargo are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Limited, Wharfed, whence

delivery may be obtained.

Cargo impeding the discharge or remaining

on board after 4 P.M. of the 4th inst. will be

landed at Consignees' risk and expense into the

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Limited, at Wharfed, whence

delivery may be obtained.

Consignees of cargo from SINGAPORE

and PENANG are requested to take IM-

MEDIATE delivery of their Goods from

alongside. Should any impeding the discharge

of the vessel be limited and stored at

Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by

DAVID SASSOON, SONS & CO.,

Agents.

Hongkong, 2nd April, 1897.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID,

SUETZ, JEDDAH, SOFRA, MAN-

SUAH, HODDER, ADEN, KURBA,

CHEE, BOMBAY, COLOMBO, PE-

NANG, AND SINGAPORE.

THE Steamship

"VINDOBONA"

having arrived, Consignees of Cargo are hereby

informed that their goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

whence delivery may be obtained.

This vessel brings on Cargo:

From Trieste, ex s.s. Imperatrice, transhipped

at Colombo.

From Venice, ex s.s. Messimonia, transhipped

at Trieste.

From Venice ex s.s. Carlotto, transhipped

at Trieste.

Optional Cargo will go on to Shanghai unless

notice to the contrary be given before Noon

To-morrow.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the undersigned before Noon on the

5th inst., or they will not be recognized.

No Fire Insurance has been effected, and any

goods remaining in the Godowns after the 5th

April will be subject to rent.

Bills of Lading will be counter-signed by

SANDER & CO.,

Agents.

Hongkong, 1st April, 1897.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamers

"SARPEDON"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Limited, at Wharfed, whence

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the undersigned before Noon on the

5th inst., or they will not be recognized.

No Fire Insurance has been effected, and any

goods remaining in the Godowns after the 5th

April will be subject to rent.

Bills of Lading will be counter-signed by

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 2nd April, 1897.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"IXION"

Captain Nish, will be despatched as above

TO-DAY, the 5th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd April, 1897.

"WARBACK" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MACDUFF"

Captain Thomson, will be despatched for the

above port TO-MORROW, the 5th April, at

Noon, subject to weather.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 25th March, 1897.

FOR MANILA AND ILOILO.

THE Steamship

"DOYO MARU"

Captain Sakamoto, will be despatched for the

above ports TO-MORROW, the 5th inst., at

Noon.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 1st April, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU.

THE Company's Steamship

"TAIWAN"

Captain Pearce, will be despatched as above

TO-MORROW, the 5th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd April, 1897.

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOK LINE.

(MONTHLY SERVICE).

FOR VLADIVOSTOK.

VIA SHANGHAI, CHEFOO, CHEMULPO,

NAGASAKI, FUSAN, AND GENSAN.

THE Company's Steamship

"FUTOMI MARU"

will be despatched as above on FRIDAY, the

5th April, at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 23rd March, 1897.

"SHEIL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"EUPLECTELA"

Captain Morris, will be despatched as above

on SATURDAY, the 10th inst.

For Freight, apply to

ARNHOLD, KARBURG & CO.,

Agents.

Hongkong, 3rd April, 1897.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID,

NAPLES, GENOA, ANTWERP,

BRUSSELS, AND HAMBURG.

PORTS IN THE LEVANT, BLACK

SEA AND BALTIC PORTS.

AGE.

LONDON, NEW YORK, BOSTON, BAL-

TIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHERN PORTS TO LAND PASSENGERS

AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

BAYEN Tuesday 27th April

PRINZ HEINRICH Tuesday 25th May

PREUSSEN Tuesday 22nd June

SACHSEN Tuesday 20th July

BAYEN Tuesday 17th Aug.

PRINZ HEINRICH Tuesday 14th Sep.

PREUSSEN Tuesday 12th Oct.

SACHSEN Tuesday 9th Nov.

BAYEN Tuesday 7th Dec.

PRINZ HEINRICH Tuesday 4th Jan.

ON TUESDAY, the 27th day of April,

1897, at 5 A.M., the Company's Steamship

BAYEN, Captain R. Helms, will be

despatched for the above ports, and will

call at the following ports: SHANGHAI,

YOKOHAMA, KOBÉ, MANILA, CEBU,

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA, ANTWERP,

BRUSSELS, AND HAMBURG.

Shipping Orders will be granted till Noon

on SATURDAY, the